



SAFETY Network

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UMTRI awarded \$14.9 million USDOT connected vehicle contract



The University of Michigan Transportation Research Institute (UMTRI) has been awarded a \$14.9 million contract from the U.S. Department of Transportation (USDOT) to conduct a safety pilot model deployment of Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) safety applications.

The thirty-month program will establish a real world, multimodal test site in Ann Arbor for enabling wireless communications among vehicles and roadside equipment for use in generating data to enable safety applications. It will include passenger cars, commercial trucks, and transit buses that are equipped with a mix of integrated, retrofit, and aftermarket V2V and V2I-based safety systems, a technology that could prevent thousands of crashes.

"This is a tremendous opportunity, and we are very excited to be able to support the USDOT's demonstration of cutting-edge transportation technologies in our community," said Dr. Jim Sayer, an associate research scientist at UMTRI and program manager.

The data generated and archived as part of the model deployment will be used for estimating safety benefits in support of future policy decisions by the USDOT, as well as for use by the broader transportation industry in developing additional safety, mobility, and environmental applications utilizing wireless technologies. The testing phase will last twelve months and include approximately 2,850 vehicles.

"We feel honored to be hosting the national test environment for vehicles that don't crash," said Peter Sweatman, UMTRI director. "We look forward to helping many private and public sector

organizations advance connected vehicle technologies which save lives and promote efficient movement of cars, trucks, and transit buses."

Partners supporting UMTRI on the program include the Michigan Department of Transportation, the City of Ann Arbor, Parsons Brinkerhoff, Mixon Hill, HNTB, SAIC, Texas Transportation Institute, AAA Michigan, and ESCRYPT. Additional support is being provided by the Office of the Vice President of Research at the University of Michigan and the Michigan Economic Development Corporation.

17TH ANNUAL MICHIGAN TRAFFIC SAFETY SUMMIT 2012



General sessions and workshops announced for 2012 Summit

The 17th Annual Michigan Traffic Safety Summit will feature five general sessions including information on an intelligent transportation systems safety research program and advancements in automotive medicine. In addition, more than twenty-

five workshops are pre-planned and will cover distracted driving, senior driving programs, drug recognition experts, incident management traffic control, and driver's education.

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Motorcycle medics reaching the injured faster in Austin

By Jessica Mulholland, *Government Technology Magazine*

In early June, emergency medical services (EMS) personnel in Austin, Texas, began using a different mode of transportation to reach the injured along the congested and accident-prone Interstate 35: medically equipped motorcycles. Rather than navigating the congested highway in ambulances, EMS personnel now hop on their motorcycles to respond to traffic accident victims - a tactic that originated in London, and has proven successful in Florida's Miami-Dade County for nearly five years.

Motorcycles can arrive two to three minutes faster than an ambulance - especially during large congested events like Austin's South by Southwest music festival, said Eric S. Jakubauskas, commander of Austin-Travis County EMS Special Events. And those extra minutes can mean the difference between life and death, he said. "That can be special if the person is in severe respiratory distress or was having a cardiac problem - two to three minutes can mean whether you resuscitate the person or you don't."

The motorcycles - BMW G650 X-PS equipped with lights and sirens and suspension that can handle rougher terrain than a standard street bike - are outfitted

with life-support equipment such as medications, airway equipment, and first aid supplies. Also, an automatic external defibrillator allows EMS technicians to monitor the heart if needed.



Emergency medical services personnel in Austin, Texas are using motorcycles to reach injured patients faster in the congested city. Photo courtesy of Austin Police Department

Motorcycle medics can treat an injury or illness for up to fifteen minutes; they can give immediate care and determine the severity of injuries. An ambulance is always immediately behind them, Jakubauskas said.

The ambulance will arrive within minutes and depending on the severity of the injury, can further treat the patient and transport him or her to a hospital. If the

injury is minor, however, the motorcycle medic can call off the ambulance so it may be available for a more serious call.

Austin-Travis County EMS Special Events has four motorcycles, which Jakubauskas said have all been donated. "The taxpayers haven't paid a dime for the motorcycles yet - more than \$42,000 worth of motorcycles."

The current deployment is an open-ended pilot, Jakubauskas said. EMS personnel riding the bikes complete a modified Austin Police Department motorcycle course and go through recurring training.

"Hopefully within the next three to six months, we'll be able to pull enough data [from the pilot] to be able to justify moving forward," he said, adding that right now, some paramedics are taken from ambulance duty to work as motorcycle paramedics - they're not dedicated like a motorcycle police officer would be. "We put them on extra duty and put them on the streets. And hopefully we can put some people on permanent staffing for the motorcycle program."

For more information, visit www.govtech.com/public-safety/Motorcycle-Medics-Reach-the-Injured-Faster-in-Austin.html.

MDOT and MSP use YouTube to warn about the danger of using freeway crossovers

Illegally using emergency freeway crossovers is extremely dangerous. That's the message from the Michigan Department of Transportation (MDOT) and Michigan State Police (MSP) in a video posted on the MDOT YouTube channel at www.youtube.com/MichiganDOT. The video warns about the crashes waiting to happen when unauthorized vehicles turn in to and out of these areas on freeways.

Motorists cited for unauthorized use of an emergency crossover will be ticketed and have two points added to their driver's license. Michigan Compiled Law 257.644 outlines authorized uses of freeway crossovers, including use by law enforcement officials, emergency response personnel, and tow trucks.

MDOT and MSP indicate that unauthorized use of a freeway crossover can

create a safety hazard when unsuspecting motorists traveling at posted speeds rapidly close in on vehicles slowing down to illegally turn in to a crossover. There also is the risk of crashing when drivers pull back onto the freeway at a much slower speed than the rest of traffic.

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Law enforcement conduct drunk driving patrols during holidays



Motorists who didn't want to observe the holidays from inside a jail cell needed to designate a sober driver during this festive time of year. Nearly 170 law enforcement agencies put extra officers out on the road to look for and arrest drunk drivers during the Christmas and New Year's holidays.

Law enforcement officers in twenty-six counties conducted extra enforcement targeting impaired drivers during the holiday *Drunk Driving. Over the Limit. Under Arrest.* crackdown. Enforcement began December 16 and continued through January 2. The crackdown was paid for with federal traf-

fic safety funds administered by the Office of Highway Safety Planning.

To avoid the high cost of a drunk driving arrest or the even higher cost of injuring or killing someone in a crash, motorists were encouraged to designate a sober driver before drinking, take a cab, or spend the night.

During last year's Christmas and New Year's holidays, eleven people were killed in crashes on Michigan roadways; four of those crashes involved alcohol.

Grant-funded enforcement took place in Allegan, Bay, Berrien, Calhoun, Chippewa, Delta, Genesee, Grand Traverse, Houghton, Ingham, Jackson, Kalamazoo, Kent, Livingston, Macomb, Marquette, Monroe, Muskegon, Oakland, Ottawa, Saginaw, St. Clair, Van Buren, Washtenaw, Wayne, and Wexford counties.

2012 MTSC meeting schedule set



The Michigan Truck Safety Commission meets bi-monthly on the second Wednesday of the month at 9 a.m. Meetings are held at the Michigan Center for Truck Safety, 1131 Centennial Way, Lansing, Michigan 48917.

For more information, call (517) 241-1512.

2012 MEETING SCHEDULE

March 14, 2012

May 9, 2012

July 11, 2012

September 12, 2012

* November 7, 2012 (first Wednesday)

2012 GTSAC meeting schedule announced



The Governor's Traffic Safety Advisory Commission meets quarterly on the first Tuesday of the month at 9 a.m. Meetings are held at the Horatio S. Earle Learning Center, 7575 Crown-er Drive, Dimondale, Michigan 48821.

For more information, call (517) 241-1512.

2012 GTSAC MEETING SCHEDULE

March 6, 2012

June 5, 2012

September 11, 2012 (2nd Tuesday)

December 4, 2012

KARS program helping provide car seats to Marquette County families

Two Kids Always Ride Safely (KARS) pilot programs were initiated in Marquette County in 2011 enabling child passenger safety technicians to more than triple car seat distribution.

One of the programs offers child safety seats to Women, Infants, and Children clients for \$15 and booster seats for \$5, while the other program does not have income guidelines, is open to all county residents, and provides car seats for \$40 and booster seats for \$15. Both programs also educate recipients about proper child seat safety. A total of 230 seats have been distributed through the programs.

According to Diane Curry, KARS coordinator, requiring participants to purchase

the seat gives them more "ownership" of their child's car seat. This is proving to be beneficial as more recipients are keeping better track of their child's car seat. Most importantly, Marquette County residents have expressed appreciation for the programs because they can now obtain affordable car seats as well as instruction on how to properly install it at anytime during the year.

In addition, the Marquette County Health Department's health officer was invited to present on the KARS Programs at the national Centers for Disease Control orientation for new health officials from around the country.

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Collateral consequence: Entry into Canada with a Michigan OWI conviction

By Kenneth Stecker, Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan and Bill Lemons, Minnesota Traffic Safety Resource Prosecutor

A judge or prosecutor is likely, sooner or later, to be faced with a defendant claiming that a conviction will prevent the person from traveling to Canada.

The United States (U.S.) border with Canada is the largest international border in the world. Officially known as the *International Boundary*, it is 5,525 miles long and touches thirteen states, three oceans, and the Great Lakes. Seventy million travelers cross the border every year, including 35 million vehicles. Historically, travel between the United States and Canada has been relatively easy. The International Boundary is often referred to as the largest open border in the world. However, security on both sides of the border has tightened since the terrorist attacks on September 11, 2001.

U.S. citizens and permanent residents of the U.S. are exempt from the requirement of a permit to enter Canada for up to 180 days.¹ As recommended by the 9/11 Commission, legislation was enacted requiring passports, enhanced driver's licenses, military orders, or other acceptable documentation to cross the International Boundary beginning June 1, 2009.² Consequently, more people are becoming aware of the difficulties entering Canada with criminal convictions.

INADMISSIBILITY BASED UPON CRIMINALITY

In 2001, the Canadian Parliament passed the *Immigration and Refugee Protection Act* (IRPA).³

IRPA § 36 provides criminality grounds for inadmissibility into Canada. IRPA § 36(1) provides inadmissibility of permanent residents and foreign nationals for "serious criminality" and § 36(2) provides inadmissibility of foreign nationals for criminality. The statute covers offenses committed in Canada and those committed outside of Canada. It provides:

- (2) A foreign national is inadmissible on grounds of criminality for:
 - (a) having been convicted in Canada of an offence under an Act of Parliament punishable by way of indictment, or of two offences under any Act of Parliament not arising out of a single occurrence;
 - (b) having been convicted outside Canada of an offence that, if committed in Canada, would constitute an indictable offence under an Act of Parliament, or of two offences not arising out of a single occurrence that, if committed in Canada, would constitute offences under an Act of Parliament;
 - (c) committing an act outside Canada that is an offence in the place where it was committed and that, if committed in Canada, would constitute an indictable offence under an Act of Parliament; or
 - (d) committing, on entering Canada, an offence under an Act of Parliament prescribed by regulations.

A foreign national is defined under IRPA § 2(2) as "a person who is not a Canadian citizen or permanent resident, and includes a stateless person." Under IRPA § 21(1), a foreign national becomes a permanent resident through approval of their application by an immigration officer.

To ascertain the immigration consequences of a conviction, the prosecutor should check the *Canadian Criminal Code* to determine whether it is an indictable offence and compare the elements of the crime with the crime they are prosecuting.⁴ For example, a review of Canada's impaired driving statute shows that it would qualify as an indictable offence in Canada. The Canadian impaired driving law provides:

- (1) Every one commits an offence who operates a motor vehicle or vessel or operates or assists in the operation of an aircraft or of railway equipment or has the care or control of a motor vehi-

cle, vessel, aircraft or railway equipment, whether it is in motion or not,

- (a) while the person's ability to operate the vehicle, vessel, aircraft, or railway equipment is impaired by alcohol or a drug; or
- (b) having consumed alcohol in such a quantity that the concentration in the person's blood exceeds eighty milligrams of alcohol in one hundred millilitres of blood.⁵

In Canada, impaired driving is an offense that may be prosecuted either by indictment or summarily.⁶ Under IRPA § 36(3) (a), "an offence that may be prosecuted either summarily or by way of indictment is deemed to be an indictable offence, even if it has been prosecuted summarily." Consequently, a foreign national convicted of an operating while intoxicated offense in Michigan is deemed inadmissible into Canada, whether convicted in Canada or convicted in the United States provided the conviction is equivalent with Canadian law.

OVERCOMING INADMISSIBILITY

A foreign national deemed inadmissible due to criminality may still be able to enter Canada. There are three possibilities: rehabilitation status, temporary resident permit, or pardon.

Rehabilitation status permanently waives the inadmissibility.⁷ The foreign national needs to apply for

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Canada *Continued from page 4 >*

rehabilitation status and pay a \$200 application fee.⁸ The foreign national is eligible for rehabilitation status after five years following completion for their sentence, including probation. For purposes of impaired driving, it is important to note that the driver's license suspension or revocation period can impact the calculation of the five year period. Consider the following scenario addressed by Citizenship and Immigration Canada:

On June 3, 2003, I was convicted of driving under the influence and had my driver's license taken away from me for three years. When am I eligible to apply for rehabilitation?

The sentence imposed ends on June 3, 2006. Count five years from the end date of the suspension or the date your driver's license is reinstated. You would therefore be eligible to apply for rehabilitation on June 3, 2011.⁹

Offenders with one DWI conviction may be eligible for deemed rehabilitation status. For deemed rehabilitation status, the foreign national does not need to submit an application. Foreign nationals with only

one criminal conviction creating the inadmissibility can be deemed rehabilitated ten years following completion of their sentence and probation.

Foreign nationals not eligible for rehabilitation status can still enter Canada by applying for and obtaining a temporary resident permit.^{10 11} If granted, the foreign national is issued a temporary resident permit with their passport that temporarily waives the inadmissibility. The temporary resident permit restricts the length of time that the foreign national may be in Canada and may impose other restrictions. The application fees for a temporary resident permit are \$75 for a single entry, \$150 for a multiple entry permit, or \$400 for a family.

Under IRPA § 36(3)(b), a third way that a foreign national can enter Canada is to receive a pardon. Foreign nationals deemed inadmissible for a crime committed in Canada can apply for a pardon with the Parole Board of Canada. The *Criminal Records Act* allows the Parole Board of Canada to grant, deny, or revoke pardons for convictions under federal acts or regulations of Canada.¹²

CONCLUSION

Determining the immigration consequences of a criminal conviction can be a complex legal question. There is not a bright line rule about what crimes trigger

immigration consequences and these consequences may be unavoidable through plea bargaining. In addition, the defendant has options available to overcome the inadmissibility that involve some discretion by the Canadian government. While an impaired driving conviction may deem someone inadmissible to travel into Canada, the offender does have options available to overcome the inadmissibility. These options are relatively simple and basically require completion of an application form and payment of a small fee. In addition, any attempt to "mask" criminal convictions would be contrary to efforts of both governments to work together to improve border security.

For more information about this subject, visit the Citizenship and Immigration Canada website.¹³

For more information on this article and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at steckerk@michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article. Discuss your practices that relate to this article with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practice.

(Endnotes)

- 1 Citizenship and Immigration Canada, *Countries and territories whose citizens require visas in order to enter Canada as visitors*, <http://www.cic.gc.ca/english/visit/visas.asp> (Date Modified: July 11, 2011).
- 2 *Intelligence Reform and Terrorism Prevention Act of 2004*, Pub.L. 108-458, Title VII, § 7209, Dec. 17 2004, 118 Stat. 3823.
- 3 *Immigration and Refugee Protection Act*, S.C. 2001, c 27, available at <http://laws.justice.gc.ca/PDF/I-2.5.pdf>.
- 4 *Criminal Code*, R.S.C., 1985 c. C-46 (Can.), available at <http://laws.justice.gc.ca/PDF/C-46.pdf>.
- 5 *Criminal Code*, R.S.C., 1985 c. C-46, § 253.
- 6 *Criminal Code*, R.S.C., 1985 c. C-46, § 255(1).
- 7 "the matters referred to in paragraphs (1)(b) and (c) and (2)(b) and (c) do not constitute

inadmissibility in respect of a permanent resident or foreign national who, after the prescribed period, satisfies the Minister that they have been rehabilitated or who is a member of a prescribed class that is deemed to have been rehabilitated;" IRPA, § 36(3)(c).

- 8 Citizenship and Immigration Canada, *Rehabilitation for persons who are inadmissible to Canada because of past criminal activity*, available at <http://www.cic.gc.ca/english/information/applications/rehabilitation.asp> (Date Modified: July 29, 2010).
- 9 Citizenship and Immigration Canada, *Rehabilitation For Persons Who Are Inadmissible to Canada Because of Past Criminal Activity*, p.7 (2011), available at <http://www.cic.gc.ca/english/pdf/kits/guides/5312E.PDF>.
- 10 "A foreign national who, in the opinion of the officer, is inadmissible or does not meet the requirements of this Act becomes a temporary resident if the officer is of the opinion that it is justified in the circumstances and issues a temporary resident permit, which may be cancelled at any time." IRPA, § 22(1).
- 11 Citizenship and Immigration Canada, *Temporary Resident Visa Application Form*, available at <http://www.cic.gc.ca/english/information/applications/visa.asp> (Date Modified: June 7, 2011).
- 12 *Criminal Records Act*, R.S.C., 1985, c. C-47 (Can.), available at <http://laws.justice.gc.ca/PDF/C-47.pdf>.
- 13 Citizenship and Immigration Canada, <http://www.cic.gc.ca/english/index.asp> (Date Modified: July 5, 2011).

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Federal-state partnerships to address aggressive driving/CMV belt use



Thanks to a partnership between the Federal Motor Carrier Safety Administration (FMCSA) and the Michigan Truck Safety Commission (MTSC), Michigan is the site of two projects to improve commercial motor vehicle safety.

The first project, a direct observation of safety belt use in commercial motor vehicles, will determine the most current safety belt use rate among drivers of heavy trucks. The survey was last conducted in 2006, and recorded a usage rate in Michigan of 73.6 percent. Wayne State University was selected to conduct the survey which will take place in 2012. The project will be funded with \$70,000 in FMCSA funding and \$14,000 of funding from the MTSC.

The second project, called Ticketing Aggressive Cars Around Trucks (T.A.C.T.)

was pilot tested in Washington State in 2004. It is based on crash data which shows that in the majority of serious crashes involving commercial vehicles, it is the passenger vehicle that is at fault in the crash. The T.A.C.T. project combines communication and evaluation with targeted enforcement activities to raise awareness among car and truck drivers about safe driving behaviors. Unsafe driving behaviors may include: unsafe lane changes, tailgating, failing to signal lane changes, failing to yield the right of way, speeding, and aggressive driving.

The project will begin with a T.A.C.T. Readiness grant in 2012, which will fund pre-planning activities, including problem identification to determine the project location, evaluation planning, and public information and education development. Additional grant funding will be applied for in FY2012 to implement the project which will consist of targeted enforcement, outreach, and public information and education developed in the readiness phase of this project.

The University of Michigan Transportation Research Institute has been selected to assist the state with the pre-planning activities. The FMCSA grant award of \$60,000 will be supplemented with funding from MTSC in the amount of \$15,000.

According to Fred Bueter, MTSC chair, "We are very pleased about the partnership that brings these projects to Michigan. It has allowed us to leverage federal and state funds to implement two important projects that will assist in future programing decisions by the MTSC and assist in bringing greater awareness on the part of passenger car drivers when traveling around commercial vehicles on our roadways."

Eagle named to National Child Passenger Safety Board

The National Child Passenger Safety (CPS) Board has named Audrey A. Eagle as the board's vehicle manufacturer representative. Eagle was appointed by The Alliance of Automobile Manufacturers and Global Automakers to serve as its representative. She holds the position of CPS advocate as well as senior specialist, product analysis, for Chrysler Group LLC in Bloomfield Hills.

Eagle has been with Chrysler for more than twenty years. During that time, she has held a variety of positions including full vehicle integration, safety development, vehicle restraints design, and government certification.

Her interest in the proper installation of child restraints started when she struggled to install her infant seat just prior to the birth of her son in 1997. In 1998, she took a position in Chrysler's Regulatory Affairs department and was responsible for CPS regulations. She led the Alliance of Automobile Manufacturer's LATCH working group and assisted in planning the phase-in of LATCH in Chrysler's products. She became a CPS technician in 2000, as part of Chrysler's "Fit for a Kid" program. In 2012, she will be pursuing certification as a CPS Technician Instructor.

The National Child Passenger Safety Board's mission is to maintain the quality and integrity of the National CPS Certification Training Program. This program is used to train and certify CPS technicians and instructors. Eagle will serve a three-year term on the National CPS Board.

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State Police adds twenty Motor Carrier Officers

Michigan is now benefitting from the services of twenty additional Michigan State Police (MSP) motor carrier officers following the graduation of the 17th Motor Carrier Recruit School in November.

Motor carrier officers are armed, uniformed members of the MSP Commercial Vehicle Enforcement Division, specializing in commercial vehicle enforcement. They enforce traffic safety laws on commercial vehicles, protect the infrastructure through aggressive size and weight enforcement, conduct commercial vehicle and driver inspections, and contribute to homeland security efforts by enforcing hazardous material regulations.

The 17th Motor Carrier Recruit School began on July 24, 2011, when twenty-seven prospective officers reported to the MSP Training Academy. For seventeen weeks, recruits received training in criminal law,

commercial vehicle safety, patrol tactics, problem solving, interpersonal relations, communication skills, physical fitness, first aid, firearms, defensive tactics, and precision driving techniques. Graduation is the culmination of nearly a year-long hiring process, which began with more than 400 applicants.

Of the twenty new officers, eight are United States military veterans and one has previous law enforcement experience. Additionally, all of the new officers have



some college experience with eighteen obtaining a college degree.

With the addition of these officers, the MSP now has 112 at-post motor carrier officers statewide.

General Sessions *Continued from page 1 >*

Attendee and non-profit vendor registration is \$75 on or before February 20 and \$125 after February 20. For-profit vendor registration is \$395.

The Summit is March 20-22, at the Kellogg Hotel and Conference Center in East Lansing. Registration information will be available soon. Visit www.michigan.gov/ohsp in the coming weeks for more information.

General sessions and speakers include:

SAFETY PILOT PROJECT

James Sayer, Ph.D., Associate Research Scientist, University of Michigan Transportation Research Institute (UMTRI) Human Factors Group

Headquartered in Ann Arbor, the Safety Pilot Project is part of the U.S. Department of Transportation's (USDOT) Intelligent Transportation Systems safety research program, a large-scale test of connected



vehicle technologies in a real-world, multi-modal setting.

As project manager, Dr. James Sayer oversees a nearly \$15 million grant from the USDOT to research connected vehicle technologies with a focus on traffic flow, consumer acceptance, congestion management, and system security. Ultimately, the Safety Pilot Project will determine the effectiveness of connected vehicle safety applications at reducing crashes, and will show how drivers respond to these technologies while operating a vehicle.

Dr. Sayer has conducted human factors and transportation-related research at UMTRI since 1993. The areas of his research include driver assistance, advanced safety systems, and naturalistic driving behavior, as well as driver vision and pedestrian conspicuity.

ADVANCEMENTS IN AUTOMOTIVE MEDICINE

Stewart Wang, M.D., Ph.D., Director of the International Center for Automotive Medicine, University of Michigan Health System

Dr. Stewart Wang is the founding director of the International Center for Automotive Medicine (ICAM) at the University of Michigan Health System.



ICAM seeks to foster relationships and research between medical specialties and engineering efforts that translate into new technologies, medical treatments, education, and public policies that prevent traffic injuries and improve care.

Dr. Wang will discuss how the ICAM uses medical images from crash victims to help show how people are injured in crashes. These real-world examples are then shared with automakers to help them build better, safer vehicles.

Dr. Wang is an Endowed Professor of Surgery in the University of Michigan Health System. He is the director of the University of Michigan Program for Injury Research and Education as well as director of Research for Acute Care Surgery.

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